CAMPANINI, OPERA

tal After Breakdown From Overwork.

HAD A NOTABLE CAREER VETERAN IN AVIATION

Developed Foremost Stars-Marinuzzi His Probable Successor.

CHICAGO, Dec. 19 .- Pneumonia ended this morning the life of Cleofonte Campanini, director-general of the Chleago physical exhaustion, but his physicians did not consider his condition serious until double pneumonia developed Deslight but a hard fight was made for his

cage Opera Company by Gino Marinuzzi | and assistant, who, although quite young. already has achieved great reputation He made his debut here by conducting "Rigoletto," and the critics were unanimous in their praise of his artistry. Others that have been spoken of as pos sible successors are Antonio Scotti, leading barytone of the Metropolitan Opera Company, and who has had experience as the director of an opera company of his own, the Scotti Grand Opera Com-pany; Andreas Dippel, who was the first head of the Chicago Opera Company, and Andreas de Segurola. Marinuzzi is said to have been the choice of Campa-

Assurance has been given that the death of Campanini wil not change the plan of the Chicago Opera Company for a five week season at the Lexington Opera House in New York, beginning about the end of January.

Won Early Success.

Campanini was born on Saptember 1, 1860, at Parma, Italy. His talent developed so early that at ten he became a student of the conservatoire at Parma, studying the violin under his elder bother, Italo. Dissatisfied and restless, he ran away, arriving in Milan with nothing but the clothes on his back and he ran away, arriving in Milan with nothing but the clothes on his back and a fiddle under his arm. He was hungry with a boy's enormous appetite, and to get food plucked up courage enough to apply to the proprietor of a restaurant for a job. He did not get the job but he got a meal and paid for it afterward with money earned at La Scala.

His parents located him presently and took him back to Parma where he re-sumed his studies at the conservatoire and then made his debut in concert, playing the violin in various large cities of Italy and becoming first vielin in the orchestra of the Parma Opera House. orchestra of the Parma Opera House. In his early twenties he succeeded Vianesi as conductor of the opera. At that time Henry E. Abbey was forming his company for the Metropolitan Opera, House, and hearing Campanini, immediately engaged him as Vianesi's assistant. This was in 1883 when Campanini was 13 years of age. In that year he came to New York and conducted, among other offerings, "La Sonnambula," "Mignon" and "Carmen."

Returning to Europe with an enhanced reputation he conducted opera in Lon-don, Milan, Turin and Rome, with ap-pearances at Buenos Aires, Santiago de Chile and Rio de Janeiro. His second visit to New York was in 1887 when he conducted "Otello" for his brother, Italo. the had become by then the most famous conductor in Italy, with a famo that was European, if not international. Puccini selected him to conduct the first performance of "Mme. Butterfly," in

Occar Hammerstein, perfecting his plans for the Manhattan Opera House; Company in 1995, would have no other than Cleofonte Campanini for his general musical director. From that time the maestro was permanently identified with the musica history of the United with the music history of the United States. It was under his baton that so many brilliant novelties were produced an astonishing number of opera, and an astonishing number of opera stars, perceived by the keen eye of Hammerstein and brought from Europe by him, were developed by the genius of the great conductor. At that time, it may be said, opera goers seemed most inter-ested in German opera-Wagner and his ested in German opera—Wagner and his countrymen. Italian operas and Italian conductors were not accepted with the seriousness due their merit. But Campanini changed all this. Having complete authority at the Manhattan Opera House he popularised Italian opera and made himself a great personag. He was one of the greatest of conductors of French music as well, as was revealed to the Manhattan when he produced at the Mauhattan when he produced "Louise," "Pelleas and Melisande" and at the Manhattan when he produced "Louise," "Pelleas and Melisande" and other operas of the Freach school. The singers most closely associated with Campanini were his sister-in-law, Luisa Tetrazzini, herself a singer); Mary Garden, Mme. Melba, Maurica Renaud; Bonci, the noted tenor; Gilibert and Galli-Curci.

Kind to American Talent.

Differences developed between Oscar Hammerstein and Campanini in 1909 and the conductor resigned, announcing that he and Mr. Hammerstein had been unable to agree as regards terms. Mr. Hammerstein let it be known that the conflict of opinion had arisen over jeal-cusies between the Italian artists and the French artists. In 1919 Campanini be-came conductor for the newly organized came conductor for the newly organized Chicago Opera Company and in 1913 took complete charge as director-general. Since 1917 the company has given a season annually at the Lexington Theatre, in one of which Galli-Curel leaped to fame. He brought the Chicago Opera Company to a high point of excellence.

On November 26, suffering from throat trouble and a cold, with complications of angina pectoris, he was taken to St. Luke's Hospital, where his death

to St. Luke's Hospital, where his death occurred yesterday morning.

Although loyal to his fatherland, Campanini loved America and was unfailingly kind to young American singers. It was Campanini who gave Evelyn Huriburt her first chance with the Chicago Opera Company, and he was said to have produced more American works than any other director. When he was than any other director. When he was stricken by illness he was rehearsing an American opera and two American bal-

He is survived by Mme. Campanini and by a nephew, Italo, who manages the Campanini estate near Parma.

Giulio Gatti-Caranza, managing di ctor of the Metropolitan Opera Continy, was shocked at the news of ampanint's death.

great conductor, a great musician Signor Gatti-Casazza. 'The mu

ALCOCK DIES FROM DIRECTOR, IS DEAD AIR CRASH INJURIES

Double Pneumonia Proves Fa- Pilot of First Plane to Cross Atlantic Loses His Life in Short Land Flight.

Won Fame in War Against Germany and in Following His Profession.

ROUEN, France, Dec. 19 .- Capt. Sir. to cross the Atlantic without a stop, Opera Company and one of the foremost died here this afternoon as the result

In the ten years between 1909 and 1919 John Alcock rose from crank boy inventor, much given to warting time cember 3. Thereafter it was recognized making foolish experiments with gliders, that the chances of his recovery were to national here. The Atlantic flight which won him worldwide fame was only one step in his career in the air. ife.

It is probable that Alcock been able to select his manner of dying he would succeeded as director general of the Chi- have chosen that which unexpectedly

ortance in France. Many tributes were paid to him yesterday by men of high rank and position terday by men of high rank and position the world around, but the one which deserves the place of honor at the head of the list is that of Lieut. Sir Arthur Whitten Brown, who as navigator faced death with him in the flight of almost 2,000 miles over the cold waters of the

North Atlantic. Capt. Alcock's death was characterized by Sir Arthur, who is now in San Francisco, all "a true sacrifice for the sake of humanity." The end death of Capt. Sir John Al-

aviators," his navigator said, "He probably spent more time in the air than any other man. His experience with many different types of machines had nitted him for the highly paid and responsible position of test pilot, but rather than accept such a position he oined the Royal Air Service at the outbreak of the war."

Began With Kite Experiments.

experiments with sites and gliders. He After a hard struggle through the worked with several pioneers in the night Ireland was sighted and the plane Mancharia, Hamburg....

game and zoon entered into competitions with other early pilets, including Harry his unsuccessful rival for

In the London-Manchester race, for which a prize of \$25,000 was offered by the London Daily Mail, he won acconiplace, flying a Farman plane. At one time he held the altitude record with an altitude of 12,000 feet. At the outbreak of the control o of the war he eagerly volunteered and first served as an instructor in flying at Eastchurch, Kent, and later was chief instructor in a school for training army pilots in stunt flying, in which he was an expert. Finally he contrived to be sent to the Salonica front, where he

the D. S. C. and the title of ace. While on this front he participated in many raids over the Turkish forts and cities, flying bombing machines of much the same type as the one in which he flow across the Atlantic. He was the first British pilot to bomb Constantitopie, and also dropped twenty tons of lombs on Adrianople. During his ser-vice he constructed at the front a scout John Alcock, pilot of the first airplane machine patterned from his own designs. This was the only ship ever constructed

at the front. Capt. Alcock's fighting career ended opera Company and one of the foremost opera directors of all time. The maestro of injuries received when his seaplane, when, while a hundred miles beyond his was in his sixtleth year. Since his return from Italy early last October he had suffered from falling health, and was confined to his bed after November 25. He intended to land opposite the Grand Palace for an aviation exhibition.

Capt. Alcock's fighting career ended when his seaplane, owen, while a hundred miles beyond his own lines piloting a Handley-Page born ber, one of the propeller, but finally was compelled to land opposite the Grand Palace for an aviation exhibition. companions swam ashore, but were cap-tured by the Turks and interned until the end of the war.

Alcock's Great Atlantic Feat.

Peace left him free to work on an ren more hazardous "stunt" then any rformed during the war-a flight ross the Atlantic, With Lieut, Brown, nlso a iller tried and proved in the war Capt, Alcock took a Vickers-Vimy born a two motor machine, to St. Johns N. F., landing on May 24, determined to w.n the \$50,000 prize offered by the London Daily Meil despite the menuce of the accan and the planes of rivals already ahead of him in the field. The failure and almost miraculous escape from death in mid ocean of Harry Haw ker and his navigator did not deter him nor did any of the other discourage-ments or bad fortunes.

On June 14, 1919, at 4:13 o'clock Greenwich time, the heavily laden macontinent of North America behind it. Rough air and fog. the most feared foes of filers, pursued the two daring filers cock removes one of the most notable all the way across the ecean, but on names from among those of notable mercy, a favorable wind, was granted mercy, a favorable wind, was granted them. Throughout the afternoon and night the Vickers roared ahead. Occasionally during the flight the pilot, with sense of direction destroyed by the fog would find that his machine was diving bendlong toward the sea instead of being on an even keel. Alcock's swift skill always saved the plane from disaster, but at times death was very near, cock said afterward he believed Capt. Alcock, who was born in Man-chester, England, in 1892, became in-terested in aeromutics after completing a course in engineering and made many other parts.

hazardous and unremunerative flying landed in a bog at Clifden, but the rough furf wrecked it. Both men were in-jured only slightly. The flight was made in sixteen hours and twelve min-ures, and the speed was about 120 miles

TURNED \$1 BILLS INTO \$100. Elaborate Device and Syracus

Waiter Seized Here.

What Detectives Dillon and Whelan of the West Forty-seventh street station the West Forty-seventh street station turn say is the most elaborate contrivance Purus, Rio.. ever sold a "come on" for the purpose of turning dollar bills into \$100 ones was seized by them at the Union Square Hotel. Fourth avenue and Fifteenth street last night. Its alleged owner, who said he was Henry Klein, a waiter, of Syracuse, was locked up on a charge of at-tempted grand larceny and will probably be turned over to the Federal authorities

to-day. Klein denied all guilty knowledge of the device which the police say they found in his room.

MARINE INTELLIGENCE.

MINIATURE ALMANAC. States Coast and Geodelic Survey.
Standard Time.

Hook .. 6:04 A M Gov. Island .. 6:40 A Hell Gate 5:47 A M LOW WATER THIS DAY. Sandy Hook 12:01 A M Gov. Island 12:03 A M Hell Gate 2:55 A M

ARRIVALS-FRIDAY, DEC. 19. Ss Duca d'Aesta, Gibraltar, Dec. 7. Ss Vasari, Liverpool, Dec. 2. Ss Elbridge, Gibraltar, Dec. 2. Sa Elkridge, Gibraitar, Dec. 2.
Sa Pinama, Cristobal, Dec. 11.
Sa Atenas, Kingston, Dec. 12.
Sa Lake Fariston, Kingston, Dec. 13.
Sa Islamil, Lobos, Dec. 2.
Sa Islamil, Lobos, Dec. 2.
Sa Gibra, Lobos, Dec. 2.
Sa Gibra, Lobos, Dec. 12.
Sa Algonquin, Santo Domingo, Dec. 12.
Sa Cibao, Santiago, Dec. 13.
Sa Cibao, Santiago, Dec. 13.
Sa Cibao, Sontiago, Dec. 13.
Sa Cibao, Sontiago, Dec. 13.
Sa Madison, Norfolk, Dec. 14.
Sa Mohawk, Jacksonville, Dec. 14.

ARRIVED PROM NEW YORK.

Sa Regina d'Italia, at Constantinople.

Sa Cadiliac, at Hamburg.

Sa Tabor, at Breet.

Sa Wagland, at Kopperrik.

Sa Grove, at Copenhagen.

Sa Atlantic City, at Harre.

Sa Imo, at Havre.

Sa Macone, at Antwerp.

Sa Olavarria, at Antwerp.

Sa Stratbillien, at London,

Sa New Rittain, at London,

Sa New Rittain, at Antwerp.

Sa Cascade, at A Mollendo.

Sa Salisdo, at Aromouth.

SALLED FOR NEW YORK.
SE France, from Havre.
Se Wastween, from He Pallice.
Se Communipa w. from Headurg.
Se Thormina, from Gibraliar.
Se Lake Giaggo, from Valparaiso.
He Saxonia, from Halifax.

Lafoyette, Havre...... \$ 20 A M 12 00 M Orrgon, Copenhagen... 10 16 A M 2 00 P M Atenas, Santa Marta... 7 00 A M 10 00 A M Fort Gaines, Buensven

INCOMING STEAMSHIPS.

Due To-day.

Bu To-day.

Se Corning, Copenhagen, Nov. II.

Ra Uttawa, Brixham, Nov. II.

Se Susser, Bristol, Nov. II.

Se City of Corunth, Antwerp, Nov. III.

Se Montra, Bordesux, Nov. III.

Se Angelo Toso, St. Michaela, Dec. 2.

Se Isfoud, Christiania, Nov. III.

Ra Gargoyie, Grangemouth, Dec. 1.

Se Saxonia, London, Dec. 2.

Se Florida, Shields, Dec. 1.

Se Evelyo, Rouse, Dec. 1.

Se Evelyo, Rouse, Dec. 2.

Se Sanada, Lisbon, Dec. 4.

Se Medina, Huelva, Nov. II.

Se Dacre Castle, Shields, Dec. 2.

Se Fort Wright, Hotterdam, Dec. 3.

Se Vincent, Cristolal, Dec. 10.

Se America, Brest, Dec. 7.

Se West Hardrave, Liverpool, Dec. 4.

Se Freierik VIII., Christiania, Dec. 1.

Se Freierik VIII., Christiania, Dec. 1.

Se Selendor, Gibraitar, Dec. 6.

Se Opequan, Para, Dec. 8.

Se Fort James, Cristobal, Dec. 11.

Se Atomas, Cristobal, Dec. 11.

Due To-morrow.

Due To-morrow. 6s Patria, Palermo, Dec. 7. 8s Sarcoxie, Rotterdan, Dec. 6. 8s Bolton Castle, Cristobal, Dec. 12. 8s Concho, Galveston, Dec. 14.

Due Monday. St France, Havre, Dec. 15.
Sa Crduna, Liverpool, Bec. 15.
Sa Londonier, Antwerp, Dec. 7.
Sa Balsam, Antwerp, Dec. 7.
Sa Norfolk, Stockholm, Dec. 5.
Sa New York (tank), Amsterdam, Dec. 6.
Sa Nata Elena, Cristobal, Dec. 14.
Sa Woodmansie, Barbados, Dec. 14.

TRANSATLANTIC MAILS.

Germany (other parts of Europe must be specif'y addressed for despatch by this steamsnip), via Plymouth and Hamburg; also parcel post mails for Germany, Austria and Csecho-Siovakia, Sa Manchuria, 8:0 A. M. Europe, Africa and West Asia, via Plymouth, Havre and Southampton. Mail must be specially addressed for despatch by this steamship, Sa. Royal George, & A. M.

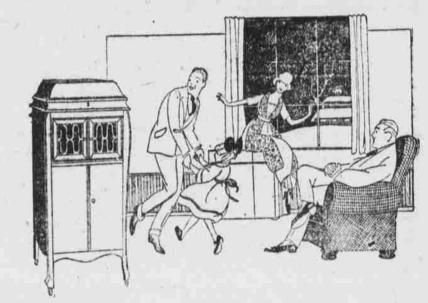
steamship, Ss. Royal George, S.A. M.
France, Belgium, Rumama, Bulgaria, Luxsmburg, Czseino-Slovakia, Juro-Slavia, Trentino, Triesto, German-Austria, Poland, Switzerland, Italy, Spain, Greess, Portuzal, Turkey,
Erypt, British India, British East Africa,
Matra, Gibrattur, Ceylon, Straits Settlements
and Porsia, via Harric, also parcel post mails
for France, Algeria, Corsica and Tunis, Sa.
Rochamberu, 319; A. M.
Italy, Garcel post mails and specially ad-

Italy (purcel post mails and specially ad-dressed correspondence), via Naples and Genea, Ss. America, 9:39 A. M. Genoa, Ss. America, 9:29 A. M.
Great Britain, Irsiand, Netherlands, Norway, Sweden, Lenmark, Germany, Hungary Lithuanis, Lavia, Esthonia, Finiand, Archangel, South Africa, Masietra and Cape Verde Islands, via Liverpool; also parcel post mails for Great Injuin, Irseland, Egypt, British Ingia, British East Africa, Malta, Zanzibar and Pemba, Ss. Cedric, II A. M.

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Who Won the Coal Strike?

Terms received with "unqualified approval" by the coal operators, accepted with the comment "the fight is won" by the strike-leaders, regarded with gratification by the Government, and hailed by many responsible papers as a "great victory for the public," would seem to be all that could reasonably be expected as a solution of the coal crisis. But through the general jubilation there sounds a note of doubt and warning from no less an authority than Dr. Harry A. Garfield, United States Fuel Administrator, who lears that in the near future this settlement will mean further inroads upon the pocketbooks of the coal-consuming public.

The leading article in THE LITERARY DIGEST for this week-December 20th-has been prepared so as to give the public an all-sided knowledge of just what the strike settlement contemplates. It quotes facts, opinions, and predictions from all sources, and the article is illustrated with half-tone illustrations and cartoons.

Other articles of almost equal importance and interest in this number of the "Digest" are:

The Farmer Not the Villain in the High-Price Drama

Here Is Knowledge That Is Sure to Open the Eyes of City Dwellers, as it Shows Exactly What The Farmer Has To Contend With In Producing Food For The Nation

Grinding Axes For Grinding Taxes Germany Balks New Light on Wilhelm's Guilt The Newberry Bribery Case Is the German Republic Safe? After-War Status of British Dominions India's First Steps in Self-Government Canada Shies At a Big Navy Malaria Controlled Substitutes for Rubber Tires Dry Laws and Patent Medicines Mr. Frick as a Patron of Culture

The "Digest" in the "Movies" Makes Millions of Men and Women Laugh The reasons that make "TOPICS OF THE DAY," selected by The Literary Digest, one of the most popular subjects on the motion picture screen, are given by a reviewer in these words: "The subjects are essentially timely. The paragraphs reach the

sponds to their screening. Each composition is

brief-comprehensive. It is at all times well com- City.

Our Serious Weeklies Viewed Irreverently The Belated Lincoln Memorial The Church in a Looking-Glass Bolshevism Spiritually Interpreted Negroes in America (Population—Early History — Folk-lore and Folk-music — Northward Migration)

Importation of Diamonds Increases Raiding Outlaw Cotton-Fields by Airplane

Personal Glimpses of Men and Events Best of the Current Poetry Many Illustrations, Including Laughable Cartoons

screen while interest in the topics is at its highest point. There is no prescribed limit to their appeal. All humanity is dealt with and all humanity re-

posed and carefully selected. It represents substantial thought-the best editorial thought in the world. But, best of all, there is real wit and humor in every line." Pathe distributes "Topics of the Day" to more than two thousand motion picture theatres in the United States and Canada, including B. F. Keith's, Proctor's, and Orpheum circuit vaudeville theaters. If you desire to see it in your favorite theater, send a post-card request to Timely Films, Incorporated, 1562 Broadway, New York

